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TOURISTS AND TRAVELLERS'
Guide to the Upper Ottawa

BY

UNION FORWARDING

AND

RAILWAY COMPANY'S STEAMERS.



OTTAWA:

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1867.

UNION
Forwarding and Railway Company.

INCORPORATED, 1859,
BY SPECIAL ACT OF THE PARLIAMENT OF CANADA.

CAPITAL STOCK, \$250,000.

PRESIDENT:

R. S. CASSELS.

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DIRECTORS:

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SUPERINTENDENT OF STEAMERS,—CAPT. COWLEY.

SECRETARY,—H. CHEPMELL.

TOURISTS AND TRAVELLERS GUIDE

TO THE

UPPER OTTAWA.

THE UNION FORWARDING AND RAILWAY COMPANY beg to inform the travelling public that extensive arrangements have been effected to develop the Upper Ottawa, as a delightful trip for tourists, and others travelling for health and pleasure.

The scenery on the river is equal to any in the country, and to the sportsman the inducements are unrivalled.

Hotel accommodation at the various points of interest is excellent, and at Des Joachim Rapids, a large and handsome hotel has just been erected, where every attention and facility will be afforded by the proprietor, Mr. Alex. McDougall, to those spending a few days at that romantic spot.

The following synopsis of the trip from Ottawa, may be of use to travellers:—

First-class omnibusses leave Ottawa City Hotels every morning during the week for Aylmer, distant 8 miles, over a splendid Macadamized road, to meet the steamers of this Company, one of which leaves Aylmer daily at 8:30, a.m.

These steamers are all first-class passenger steamers, replete with every modern convenience for safety and comfort, and commanded by attentive and experienced officers.

<i>Ann Sisson,</i>	-	-	-	-	-	Capt. BOCKUS,
<i>Oregon,</i>	-	-	-	-	-	" HILLIARD,
<i>Alliance,</i>	-	-	-	-	-	" FINDLAY,
<i>Calumet,</i>	-	-	-	-	-	" BLONDIN,
<i>Jason Gould,</i>	-	-	-	-	-	" OVERMAN,
<i>Pontiac,</i>	-	-	-	-	-	" DUGGAN,
<i>Emerald,</i>	-	-	-	-	-	" LEITCH,
<i>Pembroke,</i>	-	-	-	-	-	" COUVRETTE,
<i>Snow Bird,</i>	-	-	-	-	-	" TONER.

Immediately after leaving Aylmer, breakfast is served. The principal points touched at on the river are, March, Kelly's, Badham's, Onslow, Fitzroy, Pontiac, Union Village, Arnprior, Sandpoint, Bristol, Bonnechere Point, Farrel's, Gould's Landing, Portage-du-Fort, Cobden, Pembroke, Petawawa, Fort William, Point Alexander, Moor's Landing, and Des Joachim Rapids.

On leaving Aylmer, the Eardley Hills are seen on the Lower Canada, or north side of the river, a range of rugged rocks, which appears to extend for hundreds of miles, varying from 600 to 1000 feet in height. The south side of the river, or Upper Canada side, is better settled, and well cultivated farms extend up the river as high as Pembroke.

Before reaching Pontiac, the Chatts Rapids are passed, where hundreds of islands are in the midst of the rushing waters, and where cool spots can be found on the hottest day.

At Pontiac, passengers leave the steamer, and take the cars of the Union Railway, which is constructed to overcome the "Chatts Rapids" obstruction. This Railway is almost entirely built of trestle work, in some places of great height, and is of itself quite worth a visit. The cars are drawn by horses, and occupy about twenty minutes in reaching Union Village, where the powerful steamer *Alliance* will be found waiting.

In half an hour the picturesque Village of Arnprior is reached, and the magnificent residence of Daniel McLachlin, Esq., is seen, with its terraces extending to the water's edge. At Arnprior, passengers going up the river, who wish, can take the cars of the Brockville, and Ottawa Railway to Brockville connecting with express trains east and west on the Grand Trunk Railway.

At Sand Point, six miles above Arnprior, is the terminus of the Brockville & Ottawa Railway, where passengers coming down the river, take trains for Brockville. There is no delay either at Arnprior or Sand Point—boats and cars all connect close on time.

Dinner is served on the *Alliance* immediately on leaving Arnprior. Passengers are now on what is called the "Chatts Lake," which is 25 miles long, averaging 2½ miles across. The "Cheneux" Rapids are situate about two miles above Farrel's Landing, which the steamer reaches at 3, p.m. This rapid is caused by the sudden

contracting of the channel, which is so narrow that a person might almost jump ashore on either side. The current is very swift, and it is with difficulty the boat forces her way up. The scenery above this point is most varied and picturesque, reminding the tourists of the Thousand Islands of the St. Lawrence, then changing suddenly to the grandeur of the Saguenay.

At Gould's wharf, passengers going through to Des Joachim leave the *Alliance*, and are driven in comfortable omnibusses to Cobden, where the steamer *Jason Gould* is in readiness. The portage occupies $1\frac{1}{2}$ hours over a first rate road. The *Jason Gould* then leaves Cobden at 6:30, p.m., passing up Muskrat Lake, and through one of the best wild duck shooting grounds in Canada, known as "Mud" Lake. The navigation here is most interesting; for miles the whole country seems afloat, and the channel is frequently completely closed with floating islands of weeds and rushes, which the steamer is specially designed to overcome. The channel for about 14 miles is extremely tortuous, and not more than 100 feet in general width. Pembroke is reached at 9, p.m., where passengers lay over until next morning. The Hotels here are good, and can accommodate a large number. Pembroke is the largest place on the Ottawa above the Capital, and is a great rendezvous and point of departure for raftsmen, and their supplies connected with the immense lumbering operations of the river above.

The steamer *Pontiac*, the finest vessel belonging to this Company, leaves Pembroke at 8 o'clock, a.m., every Tuesday and Friday, for Des Joachim, so that passengers for this point should leave Ottawa City on *Mondays* and *Thursdays* to form a close connection.

The scenery above Pembroke is unequalled anywhere. Huge frowning rocks rise quite perpendicularly from 800 to 1000 feet high for several miles, whilst the river at their base is unfathomable. This portion of the Ottawa is known as "Deep River." The "Narrows" are well worth seeing. The steamer passes through them at 9 o'clock, a.m., amidst clusters of the most beautiful islands, where fishing is excellent.

The *Pontiac* returns, leaving Des Joachim 2, p.m., same day, passengers arriving at Ottawa next afternoon at 5:30, p.m., the round trip thus occupying three days.

To those who cannot afford time to visit Des Joachim,

the *Calumet* trip is recommended. Passengers for this route do not leave the steamer *Alliance* at Gould's Landing, but proceed on to Portage-du-Fort, a village beautifully situated at the foot of the Calumet Rapids. At Portage-du-Fort, omnibusses, leave after the arrival of the steamer *Alliance* for Havelock, 8 miles over a splendid road, where the commodious steamer *Calumet* will be waiting. This handsome vessel is fitted up with state-rooms, and is very large. The passage of this route is remarkable for its charming landscape scenery, and is a great resort for parties fond of trout fishing, all the streams on the north side of the river being full of them, the best of which is the Colonge river. The *Calumet* proceeds to Chapeau Village, 53 miles above Portage-du-Fort. Passengers who wish to sleep on board while at Chapeau Village can be accommodated with state-rooms.

The *Calumet* leaves Chapeau Village on Monday mornings at 10, a.m.; returning, leaves Havelock same day, on arrival of passengers from steamer *Alliance*.

On the 1st of September the *Calumet* will make two trips per week, leaving Monday and Thursday evenings; and returning Tuesdays and Fridays at 2, p.m.

The Calumet Falls near Portage-du-Fort are well worth visiting, and if timber is passing, a view of the "slides" may be had, which is most exciting. A day can be well spent at Portage-du-Fort and vicinity.

To induce parties to visit the Upper Ottawa, so as to bring this trip prominently before the public, the Company has reduced the fares as low as possible, as under:

Aylmer to Chatts Rapids and back,	-	\$2 00
" Portage-du-Fort,	- - -	5 00
" Pembroke,	- - - -	9 00
" Des Joachim,	- - -	12 50

Meals included. Children under 12 years of age, half price.

Freight of every description forwarded with despatch; and through freights taken to all points on the Upper Ottawa at moderate rates.

Particular attention paid to towage of timber and saw logs.

For further particulars apply at the offices of the Company in Ottawa City or Aylmer, or to M. K. Dickinson, Ottawa and Rideau Forwarding Company, Canal Basin, Montreal, and W. D. Waddell, Quebec.

UNION FORWARDING & RAILWAY COMPY.

1867. TIME TABLE. 1867.

GOING UP.

Miles.	PORTS.	Time.
0	OTTAWA, DAILY at.....	7.00 a.m.
8	Aylmer.....	8.30 "
	BREAKFAST.....	8.40 "
14	March.....	9.00 "
22	Kelley's Landing.....	10.00 "
25	Badham's.....	10.30 "
33	Onslow (Quio).....	11.00 "
36	Pontiac.....	11.30 "
39	Union Village.....	12.30 p.m.
43	ARNPRIOR.....	1.15 "
	DINNER.....	1.15 "
49	Sand Point.....	1.40 "
52	Bristol.....	2.20 "
56	Bonnechere.....	3.00 "
58	Farrel's.....	3.15 "
62	Gould's Landing.....	4.20 "
63	PORTAGE DU FORT.....	5 00 "
75	Cobden.....	6.30 "
	TEA.....	6.30 "
96	PEMBROKE, ARRIVE.....	9.00 "
	PEMBROKE { DEPART Tues days & Fridays..	8.00 a.m.
106	Petawawa.....	9.00 "
112	Fort William.....	9.30 "
135	Point Alexander.....	11 40 "
143	Moor's.....	12.20 p.m.
	DINNER.....	12.20 "
148	Des Joachims.....	1.00 "

 Passengers GOING UP change at ARNPRIOR for B. & O. Railway.

TIME TABLE—Continued.

COMING DOWN.

Miles.	PORTS.	Time.
0	DES JOACHIMS } Leaves Tues- days & Fridays..	2.00 p.m.
5	Moor's	2.30 "
13	Point Alexander	3.10 "
36	Fort William.....	5.20 "
42	Petawawa	6.00 "
	PEMBROKE, ARRIVE.....	6.30 "
52	" DEPART DAILY..	4.30 a.m.
	Pembroke Landing.....	5.00 "
	BREAKFAST	6.30 "
73	Cobden	7.30 "
85	Portage-du-Fort	9.30 "
86	Gould's Landing.....	10.00 "
90	Farrel's.....	10.45 "
92	Bonnechere Point.....	11.00 "
96	Bristol.....	11.30 "
99	Sand Point.....	11.45 "
105	ARNPRIOR	12.15 "
109	Union Village.....	12.20 noon.
112	Pontiac	1.30 p.m.
115	Onslow (Quio).....	1.50 "
	DINNER	1.50 "
123	Badhams	2.20 "
126	Kelly's Landing.....	3.00 "
134	March.....	4.00 "
140	Aylmer.....	4.30 "
148	Ottawa.....	5.00 "

 Passengers COMING DOWN Change at Sand Point for B. & O. Railway.

 Passengers for DES JOACHIMS leave OTTAWA on Mondays and Thursdays.

Ottawa City, }
April 25th, 1867. }

R. S. CASSELS,
President.

